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PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,

with which is incorporated the
CHINA OVERLAND TRADE REPORTER.
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the world, \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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CARLOWITZ & CO. Agents.
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DEVELOPING and PRINTING
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Hongkong, 10th September, 1908. 51

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DIVISION STREET, KOBE.
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Hongkong, 9th May, 1907. 47

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Hongkong, 9th September, 1908. 518

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TELEPHONE 724, Hongkong, 3rd August, 1908. 484

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Hongkong, 3rd September, 1908. 523

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Straightened and 4 Circle. 1 Bottle Cue Cement.
1 Best Spirit Level. 1 Box Silk Spots.
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Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
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Hongkong, 1st April, 1904.

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Hongkong, 24th July, 1905. 1102

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A HIGH CLASS PRIVATE HOTEL.

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Electrically Lighted Electric Fans (if
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Fine View of the Harbour; Reduced Terms

for the Summer Months. Telephone, No. 690.

Apply to—Mrs. F. W. WATTS,

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Hongkong, 4th December, 1907. 149

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Large and airy rooms, affording every comfort

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MIXTUREBLACK CAT.
CIGARETTESSTATE EXPRESS
CIGARETTES
And all Brands of the Best Makers.MANILA CIGARS
In Fine Condition, Specially Recommended:
LOLITAS, AROMATICOS, CULEBRAS,
ESTRELLAS.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,
AND

KOWLOON DISPENSARY

Hongkong, 17th September, 1908.

passengers. It was not until after the arrests had been effected that the Captain of the steamer read the Consul's letter and he then learnt that the Consul's instructions were not to permit the Chinese officer and his soldiers to arrest the pirates on board the steamer, but they could arrest them as soon as they got into sampans to go ashore. The Captain of the steamer immediately informed the Chinese officer of the contents of the Consul's letter and refused to permit him to take the prisoners away. At the same time he wrote a letter informing the Consul as to what had already occurred. The Vice-Consul went on board the *Paul Beau* and the Chinese officer and his braves had to leave the vessel at once, and he ordered the prisoners to be released. Some of the pirates, it is stated, returned to Hongkong by the same vessel, while others escaped ashore.

We can quite understand the disappointment and indignation of the Chinese officials. For years the Foreign Powers have been complaining of the inability of the Chinese Government to protect commerce from piracy in the Canton Delta, and as a consequence of this ineptitude a flotilla of British gunboats patrolled the waters last year for two months, until the Chinese had organised a proper patrol of their own. It is admitted that the Chinese authorities have since been exerting themselves to suppress piracy as they have never exerted themselves before, and it must be grievously disappointing to them to learn of the escape of a reputed gang of pirates through the active help of a French Consular official. The Chinese authorities had clearly recognised their dependence on the help of the French Consulate in the matter, and might reasonably have expected a ready disposition to co-operate. From the legal point of view, the Consul was well within his rights in declining to allow the men to be arrested on a French ship, especially as the authorities were admittedly acting only on telegraphic information, which might conceivably have turned out to be misleading. But when the Captain of the Shantouneen guard went to see the Consul, he should have been given to clearly understand the limits of the Consul's willingness to co-operate. Instead, he was allowed to leave the Consulate under the impression that he had the necessary authority to make the arrest on the ship, and that being so, the Consul must share the responsibility for the subsequent misunderstanding.

One other point is to be noted as it indicates how a satisfactory way out of the difficulty might have been found. In the interval which elapsed after the Captain had read the Consul's letter until the arrival of the Vice-Consul himself, the men must be considered to have been in the custody of the Captain, and it is much to be regretted that the Consul did not pardon the misunderstanding on the part of the Shantouneen police officer, and co-operate with him to the extent of having the alleged desperados conducted off the ship and released where the police could have re-arrested them entirely on their own responsibility. Or, relying on the bona fides of the Chinese authorities, and having in mind the history of the effort to suppress piracy, the Consul might have accepted responsibility for the arrests, and by being represented at the trial of the men, assured himself that his assistance had not been abused. We may assume that the information which reached the Chinese authorities came from one of the detective officers who are constantly on the trail of these brigands. Notwithstanding all the efforts which are being made by the Chinese authorities to suppress piracy afloat, and brigandage and kidnapping ashore, the authorities are aware that these atrocities are still of daily occurrence in the vicinity of Canton, and it is, we repeat, much to be regretted that through the action of a foreign Consul a gang who had been tracked has been given another opportunity of resuming their nefarious occupation of preying in the worst possible form on Society. Clearly no intentional violation of foreign jurisdiction was committed, and in the circumstances the Consul might well have "stretched a point" in the interests of law and order and the benefit of foreigners and Chinese alike.

Yesterday was the anniversary of the great typhoon of 1906.

General Paul Beau and Mr. Cesar event
present, touring Japan.

The French Mail of the 18th August was
delivered in London on the 17th inst.

The Criminal Sessions open on Monday.
Three cases are set down in the calendar.

While working on the s.s. "Claverburn" on Thursday, a sailor fell down the hold and was killed.

An interesting sketch of the experiences of the *Jardine Stable* is reproduced on page 9 from the *Evening World*.

Dr. Wilder, Consul-General for the United States, returned to Hongkong yesterday from a most agreeable holiday in the Philippines.

Telephonic communication with Kowloon was interrupted for 8 hours yesterday morning owing to an underground cable in Kowloon having been exposed and cut by some person unknown.

We are informed by the American Consulate General, that telegraphic warning was yesterday afternoon received from the Manila Observatory as follows: "Cyclone or typhoon developing E. of the Visayas Islands."

The Colonial Office informs us that the Venetian Sanitary Convention regulations imposed against arrivals from Hongkong at Madras have been withdrawn; also restrictions against arrivals from Hongkong at Baroda have been removed.

Mrs. Grace R. Mitchell, wife of Mr. G. L. Mitchell, dentist of Manila, died at the San Lazaro Hospital last Monday of Asiatic cholera. Mrs. Mitchell is the second American cholera victim within a week. The third, J. J. Robbins, a stenographer of the police department, was lying in the hospital in a critical condition when the last mail left.

Cholera has caused a stir in army circles, says a Manila paper, causing the death of an enlisted man in the 25th Infantry and a delay of three days in the departure of the transport "Sheridan" for the United States. The "Sheridan" is now in quarantine at Mariveles because Frank Gilbert, a former soldier, developed cholera on the way down the bay and was removed from the ship as soon as she arrived at Mariveles. Private Christian, Company 1, 26th Infantry, died at the division hospital on Monday evening, having been removed to that place from the Cuartel de Espana where he was seized with the disease after spending the better part of the day in Pasay and the surrounding country.

ANOTHER SUICIDE.

Another Chinese woman residing at Centre Street, West Point, ended her life by taking opium on Thursday. Deceased's husband, who is a herbalist, on returning home for his midday meal on the day mentioned, found his wife lying on the bed. When he spoke to her she told him not to bother her, as she wanted to sleep. The husband then sat down to his meal, and on entering his wife's room a quarter of an hour afterwards, found her unconscious. He sent to the Tung Wah Hospital for a doctor, and when the medical man arrived he ordered the removal of the woman to hospital. Shortly after arrival there she died, and her body was removed to the mortuary.

LOCAL SPORT.

HONGKONG CRICKET CLUB.

The following teams will meet in a match on the Club's ground this afternoon, commencing at 2 p.m.:

Mr. B. HANCOCK'S TEAM.	Mr. BEARCE'S TEAM.
Mr. R. Hancock, (Capt.)	Mr. T. E. Bearce (Capt.)
Mr. C. L. L. Clark	Mr. A. J. Gleeson
Mr. H. Hancock	Mr. H. Hancock
Mr. R. O. Bird	Capt. Garrett, R.A.
Mr. W. Edwards	Mr. E. W. Day
Mr. W. D. Turner	Mr. E. C. Reed
Mr. R. O. Hutchinson	Corp. Goding, 3rd Mid.
Mr. A. W. Peake	Mr. E. A. Fowler
Mr. H. N. Martin	Mr. H. L. Maunderson
Mr. G. Home, 3rd Mid.	Mr. C. L. L. Clark
Mr. R. S. May, R.A.	Mr. R. C. Witchell
Capt. H. M. Beasley, R.A.	Mr. E. H. Hinds
	Mr. C. E. Shields

C.R.C.C. V. C.C.C.

The Civil Service Cricket Club and the Craigengow Cricket Club will play a cricket match to-day at 2.30 p.m. on the former Club's ground.

LAWN BOWLS.

POLICE V. COSMOPOLITAN DOCK.

The return match between the Police and Cosmopolitan Dock representatives takes place on the Police Recreation Ground at Happy Valley this afternoon. The players in the different ranks are:

POLICE.	
1. Cameron (skip), Ogg, Keut and Hanson.	2. Robertson (skip), McHardy, Bell and G. Watt.
3. Ritchie (skip), J. Watt, Glendinning and Fox.	4. Withers (skip), Pitt, Langley and Stewart.
COSMOPOLITAN DOCK.	
1. J. Ramsay (skip), Harron, Harton and F. N. Neves.	2. Nicholson (skip), Hardwick, Hunter and Macneill.
3. T. F. Neves (skip), A. M. Neves, Dickson and Russell.	4. Fisher (skip), McIntyre, Perry and Russell.

THE POLICE SHIELD.

The teams entered in the Police Shield Competition, which starts on Monday, are:

Withers (skip), Kent, G. Watt and Murphy.	Robertson (skip), Glendinning, Bell and M. O'Sullivan.
Cameron (skip), Dasey, Wilson and Baker.	McHardy (skip), Langley, Quian and Hill.
E. B. McHardy (skip), Langley, Quian and Hill.	E. B. McHardy (skip), Langley, Quian and Hill.
E. B. McHardy (skip), Langley, Quian and Hill.	E. B. McHardy (skip), Langley, Quian and Hill.
E. B. McHardy (skip), Langley, Quian and Hill.	E. B. McHardy (skip), Langley, Quian and Hill.

GOLE.

The monthly competition for the Sanderson's Farewell Cup was held at Happy Valley between September 12th and September 14th. The following cards were returned:

SAUNDER'S FAREWELL CUP.

1. Harton ... 11	11 up
2. T. Walker ... 12	3 down
3. E. Davidson ... 16	2 down
4. F. B. Denson ... 13	2 down
5. F. P. Mackay ... 12	4 down

28 entries.

1 card disqualified.

POOL.

M. A. Murray ... rec. 5	2 up
C. E. H. Beavis ... rec. 2	1 down

5 entries.

* Winner of Cup.

* Winner of Pool.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

BY AN OCCASIONAL CONTRIBUTOR.

ALLEGED MUTINY.

LONDON, September 18th.

The Admiralty intimate that they have no official information regarding a mutiny alleged to have broken out on a British cruiser at Gibraltar.

A LITTERATEUR'S DEATH.

LONDON, September 18th.

Professor John Churton Collins, well-known author, essayist and lecturer, who has been professor of English literature at Birmingham since 1904, has met an accidental death.

THE POWERS AND MOROCCO.

LONDON, September 18th.

It is reported that the Powers are in agreement over Morocco.

AEROPLANE DISASTER.

LONDON, September 18th.

Orville Wright has been injured and Lieutenant Selfridge killed by the wrecking of the aeroplane with which the aviators were experimenting in France.

BEGOTTEN'S SERVICE.

THE GLASGOW UNEMPLOYED.

LONDON, September 16th.

At a meeting of Glasgow citizens presided over by the Lord Provost a relief fund for the unemployed was opened, £3,600 Sterling being immediately subscribed.

LOTTERIES IN ENGLAND.

LONDON, September 16th.

The Parliamentary Committee on Lotteries recommends that it be made illegal for newspapers to charge entrance fees for their competitions.

FROM THE "MANILA CABLENEWS."

PRESIDENT ROOSEVELT AND
MR. TAFT'S CANDIDATURE.

Washington, September 14.

President Roosevelt has written an enthusiastic open letter in which he appeals to the labour to support William H. Taft for the Presidency. He says that it is his belief Taft's election is vital to the workingman on account of the recent financial panic and the existing hard times.

He writes to prove that Taft is the real friend of labour, and that to follow Bryan or the Independence party would be to harken to gods of brass and clay. He shows by statistics that in the past the Republican party has been the raiser of wages and the factory opener.

The Independence party through the Hearst newspaper, respects Roosevelt's plea and points to him as the only real adherent of the labour platform. The Independence party, especially in New England and in New York is making strenuous efforts to gain a hearing. It looks as if Hearst's plan was not to waste his strength in the other parts of the United States but to concentrate in the east, and prove there his right to consideration by the other parties.

THE MAINE ELECTION.

Washington, September 15.

The elections in the State of Maine yesterday resulted in a victory for the Republicans by a majority of 7,700. In the last Presidential election Maine gave the Republicans a majority of 36,751.

TROOPS TO BE WITHDRAWN FROM
CUBA.

Washington, September 15.

The announcement has been made that troops will be withdrawn from Cuba on Inauguration Day, November 14. The elections were held November 14 and the officers elected will be inaugurated January 28.

AN EXPLORER'S SUPPLIES.

Dr. Jean Charcot, the well-known explorer and scientist, left Havre last month on board the "Pourquoi Pas?" (Why Not) for the South Polar regions. This is Dr. Charcot's second Antarctic expedition, and it is noteworthy that he left on the anniversary of the day on which he started on his first expedition.

The "Pourquoi Pas?" is a three-masted sailing vessel, with an auxiliary engine of 500 h.p., and has a speed of about eight knots. Dr. Charcot is accompanied by a scientific staff of eight and a crew of twenty-two men.

The expedition is expected to last two years, and large stores of food have been laid in, of which the following are a few items:

12 tons preserved meat.
22,000 bottles of wine.
5 tons of desiccated vegetables.

4 tons of flour.

18 tons of chocolate and jam.

Among other things which the "Pourquoi Pas?" carries are several motor sledges, a large number of books, and a phonograph.

The expedition will head for a part of the Antarctic continent south of Cape Horn, and will attempt to make its way along the coast as far as the South Pole.

Excursions will then be made toward the Polo

by means of the motor sledges.

A DARING ROBBER.

A daring robbery took place at Lo Pui Hoang in broad daylight yesterday. It appears that a plucky robber who dressed himself like a mandarin engaged a chair and rode straight into a wealthy Chinaman's house in the above-named street at 11 a.m. on the pretence of paying an official call.

When he got into the house he paid the chair-cookies and dismissed them. After they had left he bolted the main door of the house, terrorized the inmates of the place by brandishing two revolvers, drove them all into a back room and locked them up. He then ransacked the house and took away with him jewellery and other valuables worth about \$3,000.

LATEST STEAMER MOVEMENTS.

The British steamer *Orion* left Moji on the 17th inst. and is due to arrive here on or about the 22nd inst.

The American steamer *Kingsford* left Yokohama on the 17th inst. and may be expected here on or about the 28th inst.

The American steamer *Kusano Maru* (Australian Line) left Thursday Island for this port via Manila on the 17th inst. and is expected here on the 28th inst.

The C.P.R. steamer *Lemnos* arrived Nagasaki at 4 p.m. on Thursday,

SUPREME COURT.

Friday, 18th September;
IN ORIGINAL JURISDICTION;
BEFORE SIR FRANCIS PIGGOTT (CHIEF
JUDGE).

THE HONGKONG AND SHANGHAI BANK SUED.

Judgment was delivered in the action brought by Lau Man Cho, otherwise Lau Hok Shun, to recover from the Hongkong and Shanghai Banking Corporation 34 title deeds which, plaintiff alleges, are his property, and are wrongfully detained by the defendant. Mr. M. W. Slade, instructed by Mr. J. Scott Heraton (of Messrs. Fawcett and Hartson) appeared for the plaintiff, while the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. J. Gedje (of Messrs. Johnson, Stokes & Master) represented the defendants.

His Lordship in the course of a lengthy judgment said two preliminary objections were taken to the jurisdiction of the Court. The first was that the action related to the title to land abroad, and therefore the Court must decline to entertain it. The general principle was a familiar one, but it did not apply to this case. The right to the possession of the documents of title to the land was, it was true, in issue, but the question involved was the right of the defendants to retain them, and the right claimed was that they had a charge upon them or upon the land represented by them. The case was covered by at least a dozen authorities in which the English Courts had dealt with mortgages of lands abroad by way of foreclosure decree. The charge, if it existed, was created in this colony, the parties were in the colony, the decree could be enforced, and therefore all the elements were present which the English Courts held to be sufficient to entitle them to exercise jurisdiction. The second point was that the defendant had instituted proceedings before the Nambai Magistracy at Canton in respect of the question raised in the action, in which it was said that the plaintiff had appeared as defendant, thereby submitting to the jurisdiction of that magistrate. He might remark that the facts in so far as the plaintiff in this action was concerned, did not warrant this point being raised upon them, but even if they did the case was absolutely covered by *Byman v. Hilen* 24 Ch. D. 531, where it was held that a party who was a defendant in a suit in one country might legitimately put himself in the position of plaintiff in another country in respect of the same cause of action. After an elucidation of quoted authorities, his Lordship proceeded to give his opinion on the facts. The plaintiff's case, he would not say, was plain and intelligible. Plaintiff gave his evidence in a straightforward way, though on one or two occasions his explanations did not seem entirely satisfactory. It certainly did seem extraordinary, continued his Lordship, that a man engaged in so vast an undertaking as this lottery business, and having so large a sum as tools 1,400,000 available, should trust not only this sum and title deeds of property worth apparently half a million more, but all his interest in the remaining period of the then existing concession in the hands of men some of whom at least were not too well known to him, and that he should further embark with them in a new enterprise in connection with the further concession which was to last six years, and then go away to Shanghai or Peking and practically not come near the place again. He did not lose sight of the fact that these deeds were in fact left with the partners for the express purpose of raising money for the necessities of the Wang Fung Company, and the Bank's case was that they were in fact so used. It looked almost as if a case of negligence might be made out, but assuming that that would be sufficient in law to justify the retention of deeds handed over without authority he could not go so far as to say there was negligence in fact. The plaintiff did take precautions. He gave instructions to his partners and expected that they would carry them out. The fact that Lau Wai Chun and Ma Fat Ting and Wai Long Shan acted contrary to these instructions did not prove that the plaintiff was negligent. Misplaced confidence did not amount to negligence. He would not attempt to weigh the evidence, nor would he go through it all, because he was of opinion that the evidence which had been given on behalf of the Bank broke down and did not establish the propositions on which, along their right to retain the deeds could rest. He would examine therefore, the defendants' evidence alone. The case in its simplest terms was this: that the Wang Fung or Lau Man Cho himself was in great need of the large sum necessary to pay the royalty due to the Chinese Government for the concession. This was tools 1,600,000 payable in two instalments of tools 1,000,000 and 600,000 respectively. The great question was how to raise it in Hongkong, and then the ingenious Mr. Ma Fat Ting, the partner of many firms, suggested raising the necessary money by means of manipulation in bills; he in fact put his shop and signboard, in other words his credit, at the disposal of his partners. After a reference to the agreement signed in 1895 his Lordship said the bills of exchange sued on were bought with the deeds as collateral security, but were handed to the bank as security for the payment of bills then already over due. Now Ma Fat Ting was most cynically candid as to the reason which he adopted to raise the money required for the royalty: he said a few bills and then on maturity he sold a few more and so on, and so on, until all the bills comprised in the particulars, totalling with additions subsequently made to nearly one and a half millions, but unfortunately his story did not hold water. A considerable amount of the money received on these bills could not have gone to the Wang Fung, but must have gone to meet the series of bills which fell due some months previously, if his story was accurate.

The Wang Fung could not have received anything approaching that sum at the time it was required unless (allowing for premium and interest) practically the same number of bills had been negotiated in 1897. But Mr. Ma Fat Ting said he did not do this, but began in a smaller way, a few at first, then more, then more still, till at last the long list in the particulars was reached. But, continued his Lordship, that would not do either, because there was no question of renewing bills, but only replacing bills at maturity by new bills which supplied the funds for meeting the old one, as well as some more cash for the Wang Fung. The case on its financial side broke down completely; it destroyed the whole theory of the case set up by Ma Fat Ting and his confederates, and it carried with it all the elaborate fiction on which the case was reared that the pressing and immediate necessity for raising 1,600,000 in Hongkong to pay the royalty was the cause of the negotiation of these bills to the bank. And it must destroy as a necessary consequence all the evidence as to authority to pledge the deeds in the way in which the pledging was done. He must therefore reject it. But it was said that putting all this on one side if it could be proved that the money raised on the last series of bills, those in question in the action, did in fact go into the coffers of the Wang Fung, then his view of the law being wrong, the Bank could recover. In order to prove this some books were tendered in evidence as the books of the Wang Fung and the question arose whether he could receive them under the Evidence Ordinance. He could receive such books if he was satisfied that they were what they purported to be, and also that they were regularly kept in the ordinary way of business. The books were produced by So Pat Ting who said he was the accountant of the Wang Fung, but they bore no name of the Wang Fung inside or outside. So Pat Ting said incidentally that he and his assistant had copied them from rough books. Beyond So Pat Ting's statement that they were Wang Fung books there was nothing to make the court believe that they were in order to account for the absence of the name of the firm on the books it was pointed out that the lottery business, being illegal in Hongkong, it would naturally not be put on them, but the contents were harmless enough, and he had nothing to do with lotteries. But the most cursory glance at the contents—and it was necessary that he should at least look at the contents in order to see if the requirements of the Ordinance were satisfied—showed that they were no more Wang Fung books than was his note book. On the face of them they were the ordinary books of a regular bill discounter. There was the profit or loss of each set of transactions totalled up at the bottom of each account. There was no evidence that the Wang Fung carried on the business of bill discounters. There was evidence that they raised money by the sale of bills in the way described by Ma Fat Ting, and the books showing these transactions would be quite different from the books produced, and he was satisfied that on the face of them they were not the books of the Wang Fung, but of some other firm. The item in No. 2 book relating to a transaction in yarn was of itself almost sufficient to warrant their rejection. He always strained a point not to reject books of account which it was the policy of the Evidence Ordinance to make evidence, but he was perfectly certain that if these books were examined by an accountant and compared with the balance sheets it would be found that they had nothing whatever to do with the Wang Fung, except the Wang Fung came under the same heading as the Wang Fung account itself, which showed pretty plainly that they were books of some other firm, apparently the Lai Hing, and that the Wang Fung had an account with that firm.

The facts failing to establish the case which, as he had said, might possibly have been established in law, judgment would be for the plaintiff with costs.

Mr. Pollock asked in view of the large amount at stake for a stay of execution for three months in order that the Bank might consider their position.

Mr. Slade objected to the stay of execution. The plaintiff had obtained judgment and was entitled to the benefit of that judgment. The Bank had instituted proceedings in China and the possession of the deeds was naturally of great value. If defendants would give an undertaking to abandon those proceedings—

Mr. Pollock said he could not consent to that, but he would give an undertaking that the matter remain in statu quo.

Mr. Slade was dissatisfied with that.

His Lordship pointed out that the ordinary proceeding was to apply to the Full Court.

Mr. Pollock agreed, but pointed to the possibility of the deeds going out of the colony, as the plaintiff was resident in China.

His Lordship—They might remain with the solicitors.

Mr. Slade—They are so valuable the solicitor does not wish them to remain with him.

Mr. Pollock—They might remain with the bank.

Mr. Slade—We don't trust you. We don't know that you will not use them against us. He added that the Bank could bring great pressure to bear diplomatically in China, and that he could not consent to the deeds remaining with the bank.

After discussion it was decided that the goods be deposited in a neutral bank, Chartered Bank, and that if the plaintiff

Judgment was formally entered for the plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING PUIANE JUDGE).

THE CUSTOM OF THE PORT.

His Lordship delivered judgment in the action in which William Barker and Co. sued

the China Express Co., the claim being for the delivery of 10 bags of fire bricks on the steamer "Indiana," the property of the plaintiffs, which was wrongfully detained by the defendants, or, in the alternative, the value of such bricks, \$120. Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiffs, and Mr. R. Sydenham Dixon (of Mr. R. A. Harding's office) for the defendants.

His Lordship said—I have taken time to consider my decision in this case, and am delivering a written judgment because, although the actual amount involved is only the small sum of \$12.50, the question I have to decide is as to the right of forwarding agents to collect fees from consignees in the colony.

The facts of the case are shortly as follows: The plaintiff, who trades in Hongkong as William Barker and Company, sent an order on 28th April last to a firm—the Hawley Down Draft Furnace Company—for the supply of ten cases of fire bricks. The vendor delivered the goods to the firm of A. H. Post and Company, freight contractors of New York, and received from them the document which is entitled a through bill of lading, and which is in effect a receipt for the goods and a contract for carriage. This document was signed. "A. H. Post and Company" as forwarders, was endorsed in blank by the Hawley Down Company and sent by them to plaintiff, with a bill for the price, which was accepted by the plaintiff. This through bill of lading contained a notice that application for delivery must be made to the China Express Company, Hongkong. On 20th August the defendants, the China Express Company, received a bill of lading comprising these and other goods signed by the New York forwarders. Now this amount to be collected is \$10.44 gold. This total is made up of four items three of which speak for themselves—ocean freight, inland freight, and cartage. The fourth item is one of \$2.50 for forwarding. This, I suppose, represents the office expenses and commission charged by the New York forwarders. Now this amount the plaintiff was perfectly willing to pay as per margin, and as a matter of fact the amount is not entered on the margin of this document. Referring to the memo, from the forwarding firm in New York to defendants, their agents, in Hongkong, I find that the total amount to be collected is \$10.44 gold. This total is made up of four items three of which speak for themselves—ocean freight, inland freight, and cartage. The fourth item is one of \$2.50 for forwarding. This, I suppose, represents the office expenses and commission charged by the New York forwarders. 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909-1

GAMBLING IN SHIPS.

THE MODERN "WRECKER."

OWNERS' COMPLAINTS.

The coffin-ship—the unsavoury craft sent out to assured destruction for the profit of her well-insured owners—no longer disgraces the annals of the British Mercantile Marine. That stain is wiped out, like the wrecker of a still earlier age, by the exhibition of malevolent coast-lights, laid many a gallant vessel to destruction. But ships are still deliberately got rid of. There are conditions obtaining in the marine humours world to-day which positively invite it. Persons who have not a single penny at stake either in ship or cargo may make, and do make, thousands of pounds by the loss of a vessel which they have possibly never seen. Their only concern in the ship is that she shall go to the bottom as speedily as possible, so that their insurance premiums shall yield a quick and handsome return. Such speculation naturally opens the door to all sorts of fraud and recalcitrancy.

CARDIFF'S PROTEST.

At a recent meeting the Cardiff Shipowners' Association unanimously passed the following resolution:

That this association strongly deprecates the gambling that is taking place in P.P.I. policies, whereby insurers gamble in vessels in which they have no interest, to the detriment of ship-owners and other legitimate insurers, and trusts that the Board of Trade will devise some means to counteract this evil.

Wisely enough, the Cardiff Shipowners' Association do not set themselves up as a court of morals. "Spanker" it is true, referred to these gamblers in ships as "wreckers" the significant name by which they have come to be known in the South Wales port. But the master was approached from a strictly business standpoint, and stress was laid on the fact that the insurance of ships by people who have no interest in them is financially prejudicial to those who have. An immediate result is to penalise the owner. When he goes to renew his insurance he is informed that P.P.I. (policy of interest) policies have been taken out on his ship, and that he can only insure her at rates which are correspondingly high. These high rates have been fixed by the underwriters with the knowledge that they are dealing with speculators—people supposed to be "in the know," and to have reason to believe that the ship is not all that she ought to be. It sometimes happens that, where a set of speculators make a plunge on a ship belonging to a particular owner, the insurance rates will be put up on all his ships, presumably, on the possibility that something "crooked" is in contemplation by somebody or other. Thus the perfectly innocent shipowner, the legitimate insurer, is fleeced because there are people who hope to see one of his ships a total loss.

"SPOTTING A LOSS."

To come to the moral aspects and consequences of these speculative insurances, it is well to inquire as to the character of the policy itself. "Policy of interest" means, as the words suggest, that no inquiries are asked. The assured is assumed to have an interest in the ship, whether he has it or not. The law says that an insurable interest is essential to the bargain. Therefore the underwriter might repudiate liability on one of these speculative insurances if no interest existed. But he never does. These are "honor" policies, as the phrase goes, though they be rooted in disrepute, and they are always paid.

It is not to be denied that P.P.I. policies are frequently used for perfectly legitimate purposes. A cargo goes up in value during the voyage. The appreciation is obviously a fair subject for additional insurance. The simplest way is to take out a P.P.I. policy. Here, though no proof of interest is demanded, the transaction is probably a perfectly proper one. The cargo-owner would lose if the ship went down. But the gambler only loses if the ship does not go down.

DOCKS AS "PADDOCKS."

Before Parliament rose for the autumn recess, Mr. Maclean drew attention to the case of the steamship Albion, a vessel lost off the Spanish coast on May 2 of this year, and whose fate must have been sealed with screams of delight by speculators who had put their money on her. Let it be said at once that the Court of Inquiry which sat at Westminster last month acquitted the master and officers of the Albion of all blame. Nobody, of course, would suggest that a ship which is the subject of speculative insurance can, any more than a ship not similarly circumstanced, avoid the ordinary dangers of navigation. But the point about the case of the Albion was the number of speculative policies effected on her.

When the Court of Inquiry into the loss of the Albion was proceeding, counsel drew an amusing picture. "It was perfectly clear, he remarked, "that a large portion of the population of Cardiff, when tired of their ordinary business, proceeded to the docks, and there as if in a paddock, viewed various ships, and, having made their selection, backed them with an insurance company." Then came the excitement of studying the casualty list, and watching for a winner with delirious joy. "It is not an inapt simile: "The dock has unquestionably come to possess for certain classes of people an interest which the paddock fails to excite. The quantum of delirious joy resulting from the loss of the Albion could not have been inconceivable, for, the Court found that persons having no insurable interest in the ship had netted by their loss a total of £12,600, in amount varying from £100 to £3,400. This is what was thought about it:

The Court desires to express its strong disapprobation of P.P.I. insurances by persons who have no insurable interest in the vessel insured, as such insurances tend to raise the premiums to be paid by ordinary interested insurers, and also to throw suspicion on owners, captains, and officers, on the ground of the vessel being over-insured. They are merely speculative gambles, and should be prohibited by legislation.

SOME OF THE SPECULATORS.

The distribution of this £12,600 is interesting. A Cardiff chemist, who said that it was much better to watch the shipping newspapers, stood to go on making up pills and potions, stood to win £2,000 by the loss of the Albion. A stavedore, who confessed that this was the second time he had "spotted a loss," was also richer by £2,000. A clerk who had something to do with the supply of the ship's paint had got £3,200 "on her" for all the world as if he had been dealing with a "bookie" in reference to a horse. But in this case the policies had been taken out in various names, which is a recognised detail in the plan of campaign. In this case there was a reason for it. The speculators did not want their employers to become aware that he was "going it too heavily," it is possible to run up and down the list finding name after name of people who had not a single sixpence of stake in the Albion, apart from the amount of the gambling premium which they had paid.

Nor is the case exceptional. The mind goes back to the loss of the Firth of Forth, a steamship, which foundered in the Mediterranean in July 1903. In this instance, her master's navigation was declared at fault, and a Court of Inquiry suspended his certificate for a whole

year. Here a solicitor in the little Irish township of Ballymoney, who had nothing to do with ships or shipping, confessed himself a confirmed gambler in insurance rates, and acknowledged that by the loss of the Firth of Forth he was the richer by £4,000. He happened to be the cousin of her master, some unknown people, who had taken out P.P.I. policies on the vessel through Antwerp brokers, netted £2,700, and an individual at Newcastle-on-Tyne stood to win £2,000. As for the captain, he had insurance of £500 on stores, £225 on personal effects, and £500 on 200 cases of whisky taken out on the ship as a private speculation—total £1,225. Altogether, the underwriters had to put up £14,925, apart from the ordinary business insurance on the Firth of Forth.

All this, of course, is gambling pure and simple, and the fact that neither the Albion nor the Firth of Forth were deliberately cast away does not in the least affect the argument that these "honor" policies, when taken out by people who wish to "spot a loss," are an incitement to cupidity, and to all the wickedness which follows in its train. It is no wonder that all responsible people in the shipping industry are pressing the Board of Trade to act drastically and promptly in suppressing the modern "wrecker."

SEEMED TOO ILL TO LIVE.

ANOTHER MALARIA VICTIM'S LIFE SAVED

BY DR. WILLIAMS' PINK PILLS.

"About 12 months ago I began to suffer from Malaria Fever," said Mr. M. Danier, an assistant at the Darian Dan Hospital, Malacca. "At first the attacks became worse and worse, until at last they were so bad as to confine me to bed for a month. My appetite completely failed. I was continually vomiting night and day, and could not drink even a glass of water. I had severe headaches, slept badly, and was very thin and pale. There were times when it seemed I could not live many hours longer, and more than once the priest was sent for so that I might receive the last Rites of the Church



before passing into the World beyond the Grave.

"I tried many medicines, but none of them did me any good until one day I was advised to try Dr. Williams' Pink Pills. I did so and soon felt great relief. I continued using Dr. Williams' Pink Pills until the fever had altogether gone, my appetite was restored, the vomiting and headaches had ceased—in short, until I was completely cured. It is now about nine and a half months ago since my wonderful cure by Dr. Williams' Pink Pills for Pal. People, I am sure that my present good health is due entirely to them."

The action of Dr. Williams' Pink Pill for Pal People is direct on the blood; they make the blood rich, red, and good, and then the blood, in its turn, drives the poisons which cause disease out of the system. Testimony proves that Dr. Williams' Pink Pills have cured almost countless cases of Anæmia, weak-watery blood; Debility, Nervous Breakdown, Early Decay, Indigestion, Liver Complaint, Malaria, Rheumatism, Paralysis, Bari-Bari, disorders of the skin such as eczema, Scrofula, Pimpla, Boil, and the after effects of Fever, Dysentery and Chills. Women all over the world know how good they are for the special ailments of their sex, and men broken down by overwork, residence in unhealthy climates, or by other causes, are speedily restored by their use. Obtainable at most shops where medicines are sold, and from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for £3 or 1 bottle for £1.50, post free to any address.

DOCKS AS "PADDOCKS."

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JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong 15th Sept. 1908. The improved demand for investment purposes reported in our last has continued throughout the past week, and the comparatively small amount of actual business transacted during the interval is still accounted for current. In many cases rates show an improvement on values last reported, and the market generally closes firm. Barrow-in-London is to-day quoted at 241, and sterling T.T. at 1/9. The T.T. rate on Shanghai is unchanged at 75.

BANKS.—Hongkong and Shanghai have been in much favour, and a considerable business has been booked at £770 and £772, the market closing with small buyers at the former rate. London is unchanged during the intervals at 280. Nationals continue in request at 251.

MARINE INSURANCES.—Unions have advanced under an unsatisfied demand, and after sales at £760 and £750 can probably be placed now at £770. China Traders and Yangtze are unchanged, but North China has improved locally to £125. FIRE INSURANCES.—Hongkong have been doing at the improved rate of £320, and more shares can be placed. China after its sale from the North at £93 are wanted to a small extent at £93.

SHIPPING.—Hongkong, Canton and Macao are reported at £281 and £283, market closing with buyers at the higher rate. Star Ferries (new) have been booked at £15, and Shell Transport at the advanced rate of 45s. There are sellers of Douglasses at £37.

REIMBURSES.—Quotations are unchanged and there is no business to report.

Mining.—Kauba have been booked at 75 at which there are further sellers. Chinese Eng. Engineers are in request at Tls. 162.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa-Ducks are weak with sellers at £96; and Shanghai Docks at Tls. 84 in the north. Hongkong & Kowloon-Godowns have again been done at £19, and are wanted. There are sellers in the North of Hongkow Wharves at Tls. 163.

LANDS, HOTELS AND BUILDINGS.—The only business to report in the section is a small sale of Humphreys' Estates at £93. Other quotations are unchanged.

COTTON MILLS.—Iwos have declined to Tls. 58 and Internationals to Tls. 62. Hongkong is steady but without reported business at £11.

MISCELLANEOUS.—Dairy Farms have been booked at £20 and are wanted. General have been the medium of a fair business at £10, and more shares can probably be placed at the rate. Electricians have improved to £15, and Ropes to £25, both with buyers. China Providents continue in request at £94, but no shares are procurable under £92.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 18th at 11.55 a.m. the barometer has risen considerably in Jap. n., and fallen slightly over N. China.

Press are there a tendency to give away also over the Philippines.

The lowest pressure is over Manchuria in the North, and over the S. part of the China Sea and the South China Philippines in the South. It is highest over E. Japan.

Moderate N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N.E. and E. Hongkong & Neighbourhood winds moderate.

Formosa Channel Same as N.E.

South coast of China between Hongkong and Lintock Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

LEA and PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all
MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING.

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, send post-free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

1118

BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.

SHACKELL'S "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS.

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1734.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907.

728

BORDEN'S "GOLD SEAL" CONDENSED MILK

MADE by the ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY SANIT

SHIPPING.

ARRIVALS.

AMARA, British str., 1,588 C. J. Mattock, 17th September—Swater 16th September, Coal
Jardine, Matheson & Co.
CHINA, American str., 2,196 D. H. Field, 18th September—San Francisco 18th Aug., and Manila 16th Sept., Alvia and General Pacific Mail Steamship Co.
EMPIRE, British str., 4,496 P. T. Holmes, 18th September—Melbourne 17th August, and Manila 16th September, General Gibb, Livingston & Co.
GILBERT, French str., 558, Douraninan, 18th September, General C. Wan and Macao 17th September, General Chinese.

HANGHANG, British str., 4,800, T. G. Steves, 18th September—Yokohama via Kobe and Shanghai 15th September, General Butterfield & Swire.

MALTA, British str., 8,900, H. Powell, 18th Sept., Yokohama Sept. 9th, and Shanghai 16th, General P. & O. S. N. Co.

OMESSANT, French str., 5,817, J. Mavice, 18th September—Anvers and Saigon 15th Sept., General Messageries Maritimes.

PINGTSEY, British str., 4,148, J. Barber, 18th September—Liverpool and Singapore 13th Sept., General Butterfield & Swire.

SINGA, British str., 1,047, F. Jamieson, 18th Sept., Haiphong Sept. 12th, Pailhoi 15th and Hoihow 17th, General Butterfield & Swire.

TRAN, British str., 1,946, Osterbridge, 18th September—Maula 15th Sept., Sugar and Hemp—Butterfield & Swire.

TUMAHI, Dutch str., 2,469, J. Bouman, 18th September—Amoy 17th Sept., General Java-China-Japan Lijn.

TUPANAS, Dutch str., 2,441, A. Pander, 18th September—Macassar 10th Sept., General Java-China-Japan Lijn.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
18th September.

AMARA, British str., for Canton.

Holcwood, Norwegian str., for Saigon.

Hitachi Maru, Japanese str., for Kobe.

Malta, British str., for Europe, &c.

Pingney, British str., for Shanghai.

Prins Waldemar, German str., for Kobe.

Rubi, British str., for Macao.

Siberia, American str., for San Francisco.

Victoria, Swedish str., for San Francisco.

DEPARTURES
18th September.

AMIGO, German str., for Hoilow.

AUCHENBLAE, British str., for Labuan.

CHORNIUN MARU, Japanese str., for Newcastle.

FOOCHOW, British str., for Canton.

HAITAN, British str., for Coast Ports.

SILESIA, German str., for Shanghai.

TRANQUINBAR, Danish str., for Shanghai.

YEBORI MARU, Japanese str., for Singapore.

YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str., Ameria reports: Light wind, fine and clear throughout.

VESSELS IN DOCK.

September 18th.

ABERDEEN DOCKS—Haldie.

BOWLOON DOCKS—Sorripon, H. M. S. Whiting, U. S. A. Albatross, Montane, Kiang To, Hwang, St. Enoch, Helene, Tosa Maru, Kwang Tung.

COSMOPOLITAN DOCKS—Pochonias, Chip shing.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLY MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Colombo, Marseilles and London on SATURDAY, the 19th September at NOON, taking passengers and cargo for the above port in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Varnishes, all cargo for France, &c. Tea for London (under arrangement will be shipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed direct by the R.M.S. "MALTA" due in London on the 26th October, 1908.

Parcels will be received at this Office until 4 P.M. before sailing. The content and value of all packages are required.

For further particulars apply to

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 9th September, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DABWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above TO-DAY, 19th inst., at NOON.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Fogongkong, 14th September, 1908. 1262

FOR SINGAPORE, PENANG AND CALGUTTA.

THE Steamship

"JAPAN."

Captain J. G. Olifent, will be despatched for the above Ports of TUESDAY, the 22nd inst., at 4 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LTD., Agents.

Hongkong, 17th September, 1908. 1308

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked 'k,' nearest Hongkong 'h' midway between Hongkong and Kowloon 'm,' and those vessels berthed at the Kowloon Wharf 'k.w.' together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's.

2 From Harbour Master's to Blaik Pier.

3 From Blaik Pier to Naval Yard.

4 From Naval Yard to East Point.

VESSELS ON THE BERTH



HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

For NEW YORK AND BOSTON VIA PORTS

AND SUEZ CANAL

(with liberty to call at the Malabar Coast).

SS. "INDRAMAYO" On 21st Sept., 5 P.M.

For Freight and Further Information

Apply to

SHEWAN, TOME'S & Co.,

General Agents.

Hongkong, 5th September, 1908. 1271

For SHANGHAI, YOKOHAMA

KOBE AND MOJI.

THE Steamship

"GREGORY APCAE."

Captain S. H. Bolson, will be despatched for the above Ports on TUESDAY, the 22nd inst., at NOON.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LTD., Agents.

Hongkong, 15th September, 1908. 1285



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS

to RED SEA, BLACK SEA, LEVANT,

VENICE and ADRIATIC PORTS.

THE Company's Steamship

"VORWAERTS."

Capt. Bednarz, will be despatched as above

on or about the 25th September.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight

apply to

SANDE, WIELER & Co., Agents.

Princes' Buildings,

Hongkong, 29th August, 1908. 3

FOR SAN FRANCISCO VIA PHILIPPINE ISLANDS.

THE Steamship

"DAKOTA."

Capt. W. Ross, will be despatched as above on

or about 30th September, 1908.

For Freight and Passage, apply to

STANDARD OIL CO. OF NEW YORK,

Oriental Freight Department,

(Hotel Mansions.)

Hongkong, 18th September, 1908. 1263

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SHIMOSA" On 10th October.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 9th September, 1908. 1276

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS

IN CHINA AND JAPAN for the above Lin

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

CHINA STEAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898. 3

MITSU BISHI GOSHI KAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA,

OCHI, HOJO, NAMAZU, SAYO,

SHINNEW, and KAMIYAMADA

Collieries.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	MALTA	Noon, 19th	See Special of CALL
Capt. H. Powell	Sept.	Advertisement.	
SHANGHAI, MOJI, KOBE, SUMATRA and YOKOHAMA	YOKOHAMA	About 26th	Freight and Capt. E. W. Bruce
	Sept.	Passage.	

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 16th September, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

	STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	"YINGCHOW".....	On 19th Sept., 4 P.M.
CEBU and ILOILO	"KAIFONG".....	On 19th Sept., 9 A.M.
KOHO, PAKHOI and HAIPHONG	"SINGAN".....	On 21st Sept., 10 A.M.
MANILA	"TEAN".....	On 22nd Sept., 4 P.M.
CHIEFOO and TIENSIN	"KUEICHOW".....	On 24th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN".....	On 10th Oct., 4 P.M.
MANILA STEAMERS & TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDWOOD SALOON FAMES, SINGLE AND RETURN, TO MANILA AND TELEPHONE 36,	AUSTRALIAN PORTS	
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, Hongkong, 19th September, 1908.	AGENTS.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

THE CARGO AT THROUGH RATES to all European North Continental and British Ports, also Trieste, Lisbon, Opotro, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports. Also via Aden or Port Said, by the Company's "African and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.	
FOR SHANGHAI, TSINGTAU & TIENSIN.	S.S. LIBERIA
S.S. YOKOHAMA & KOBE	21st Sept.
S.S. SAMBIA	22nd Oct.
S.S. SENEGBAMBIA	18th Oct.
S.S. SITHONIA	23rd Oct.
S.S. SCANDIA	10th Nov.
S.S. BRISGAVIA	13th Nov.
S.S. DORTMUND	23rd Nov.
FOR NEW YORK	S.S. VANDALIA
Further Particulars, apply to—	On 25th September.

HAMBURG-AMERIKA LINIE,
Hongkong Office, 12

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG".....
TSINTSIN VIA SWATOW, CHIPEH	Sunday, 20th Sept., 10 A.M.
TSINTSIAU, WEIHSIWEI & CHIEFOO	MONDAY, 21st Sept., Noon.
SHANGHAI	"YATSHING".....
MANILA	"LOONGSAMG".....
SHANGHAI, YOKOHAMA, KOBE & MOJI	FRIDAY, 26th Sept., 4 P.M.
MANILA	"KUTSANG".....
SHANGHAI, YOKOHAMA, KOBE & MOJI	FRIDAY, 2nd Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG".....
SINGAPORE, PENANG & CALCUTTA	FRIDAY, 2nd Oct., 4 P.M.
RETURN TOURS TO JAPAN.	FRIDAY, 9th Oct., 1 P.M.

OCUPPING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghiai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 19th September, 1908.

GENERAL MANAGERS. 16

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 20th Sept.
AMOY	Capt. Y. KABURAKI	at 10 A.M.
ANPING VIA SWATOW	"SHOSHU MARU"	WED'DAY, 26th Sept.
AMOY	Capt. IJICHI	at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships Unrivalled.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager. 13.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUZU—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinawato, (Peking Tientsin), Kobe, Yokohama.

GENOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS PACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER 18 DAYS

YOKOHAMA to LONDON and PARIS 23 DAYS

HOMeward via MAGELLAN STRAIT—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

—OUESSANT 19th Sept. —CEYLAN 26th Nov.

—AMIRAL OLEY 12th Oct. —CORSE 11th Jan. 9

—New Twin Screw, 16,000 ton Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 18th September. 782

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDSS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2510	R. W. Almond	Manila	On 19th Sept., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 28th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMEY & CO.,
GENERAL MANAGERS.

Hongkong, 13th September, 1908. 14

EAST ASIATIC CO., LTD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 7th September, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES 1908.

MARSEILLES, LONDON and ANTWERP, via SINGAPORE

PORE, PENGANG, INABA MARU

COLOMBO, and PORT SAID

VICTORIA, B.C. and STOSA MARU

SEATTLE, via SHANGHAI

MOJI, KOBE, YOKOAKA, SHINANOMARU

YOKOHAMA

SYDNEY and MELBOURNE, NIKKO MARU

MANILA, THURSDAY

ISLAND, TOWNSVILLE, HUMANO MARU

BRISBANE

SHANGHAI and KOBE

NAGASAKI, KOBE and KUMANO MARU

YOKOHAMA

FRIDAY, 2nd Oct., Noon.

FRIDAY, 30th Oct., Noon.

FRIDAY, 30th Oct., Noon.

TUESDAY, 22nd September.

WED'DAY, 30th Sept., Noon.

WED'DAY, 30th Sept., Noon.

W

POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Dalry and Siberia.
 25th September... at 9 a.m.
 2nd October... at 1 p.m.
 9th October... at 8 a.m.

The Manchurian, with the American mail is due to arrive in Hongkong to-morrow, at 11 a.m.

FOR
 PMR
 DATE
 KEELUNG, SHANGHAI, NAGASAKI, KOREA,
 YOKOHAMA, HONOLULU and SAN
 FRANCISCO.....
 (Supplementary mail on board up to the
 time fixed for departure of the mail
 Extra Postage 10 cents.)

Shanghai.....
 Manila.....
 Timor, Port Darwin, Thursday Id., Cooktown,
 Cairns, Townsville, Brisbane, Sydney and
 Melbourne, Adelaide, Perth, Hobart, Launceston,
 New Zealand and Fremantle.....

Hurons &c, India via Tuticorin.....
 (Late Letters 11.00 A.M. to Noon Extra
 Postage 10 cents.)
 Supplementary mail on board up to the
 time fixed for departure of the mail,
 Extra Postage 10 cents.)
 Letters posted in all the Pillar Boxes
 in time for the first clearance will be
 included in this contract mail.)

Macau.....
 Shanghai.....
 Amoy, Ningpo and Shanghai.....
 Singapore.....
 Hoihow and Pakhoi.....
 Swatow and Shanghai.....
 Hoihow, Amoy and Tamsui.....
 Hoihow, Pakhoi and Haiphong.....
 Swatow, Teitang, Weihaiwei, Chefoo & Tientsin
 Straits and Colombo.....
 Moji, Kobe, Yokohama, Victoria and Tacoma
 Swatow, Amoy and Foochow.....
 Singapore.....
 Manila.....
 Yokohama, Kobe and Moji.....

EUROPE, &c, India via Tuticorin.....
 (Late Letters 11.00 to 11.30 A.M. Extra
 Postage 10 cents.)
 Letters posted in all the Pillar Boxes
 in time for the first clearance, will be
 included in this contract mail.)

Shanghai.....
 Saigon and Batavia.....
 Chetoo and Tientsin.....
 Manila.....
 Moji, Kobe, Yokohama, Honolulu, San
 Francisco and Portland.....

Siberia.....

Saturday, 19th, 10.00 A.M.
 Printed Matter and Samples.....
 Registration... 9.00 A.M.
 (Registration, with late
 fee of 10 cents, up to
 9.45 A.M.)
 Registration, Kowloon
 B.O. 9.00 A.M.
 No late fee.
 Letters... 10.00 A.M.

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SIR ROBERT W. B. JARDINE
THE CAREER OF AN ALL-ROUND
SPORTSMAN.

[BY ARTHUR F. MEYERICH IN THE
"RACING-WORLD."]

In modern history of racing—and by that the last half century is inferred—I do not think, excepting, of course, in the case of The King, more popular colours have been seen and respected on our best class racecourses than those of the House of Jardine. It was in looking over the past records, almost on the eve of the time-honoured meeting at York, that the thought entered my mind that this was a fitting opportunity for a biography and portrait of the present and second baronet.

His SIRE IN THE SIXTIES.

Born January 1, 1831, the subject of this notice was only five years of age when his father—senior partner in the firm of Jardine, Matheson, and Co., very prominent of China merchants—registered a "dark blue and silver braid" in the "Racing Calendar," and then raced under the assumed name of "Mr. Johnstone." The father's start on the Turf was a great acquisition in the Sixties, and it is pleasing to know that the path so long and honourably trodden by the sire is now pursued by the son.

BUYING OF BLOODSTOCK.

The outlay in 1862 of the father in bloodstock was perhaps not quite so extensive as that of the subject of this biography, who made himself so prominent soon after he had in 1905 succeeded to the title. Such prices did not rule so high in the Sixties as is now the case, but a pretty great stud was then got together, and "Raced to Come" of 1863 not only shows a patronage of the Derby, Oaks, and St. Leger, but a strong desire to generally support the northern side of racing. Ancient York, of course, was not left out in the cold for "Mr. Johnstone" in 1863 had four nominations in the Brothers' Convivial Stakes and half-a-dozen in the Great Yorkshire Stakes. None of them, however, ran. But further...

THE "BLUE AND SILVER BRAID" AT YORK.

The initial efforts of Sir Robert Jardine's father, like that of the son, were not very encouraging, for our records of racing north and south tell of anything but speedy returns in the first three years.

The turn in the tide of affairs for the father came in the summer of 1866, when Rococo won the Northumberland Plate, and a month or so afterwards the Yorkshire Oaks, on the Knave-mire, fell to Lady Vane (a daughter of Bandy), who won several races that season beneath the "dark blue and silver" livery. The victory of Lady Vane, however, was nothing like so enthusiastically received as that of 1857, when Dandridge took the Great Ebor Handicap. It is a little curious to note of the placed and dates in that race that Beaufort was only second behind Mandake and Lady Vane in the Yorkshire Oaks only disposed of Squire Heathcote's mare by a neck and half a length, Quick March splitting the pair. It was grand race—was Mandake's Ebor. Besides Beaufort, there were Gomers (third), Challenge (fourth), Dalby, Bradamont, Treasure Trove, Goodwood, Fair Wind, Fortune, and Sealakin of the others behind—names which indeed reveal great handicap victories scored in the Sixties. Much as the elder Tom Dawson thought of Mr. Johnstone's first important handicap of Rococo, on the Old Moor at Newcastle, it was knocked into the proverbial "cocked hat" by Mandake's 1867 Ebor. York can, therefore, justly claim, at least for class, the first greatest triumph "neath these yet popular colours.

IN LATER YEARS.

In later years, too, the Knave-mire was also a happy hunting ground to the late Baronet. In addition to Private and Border Minister, scoring two years in succession (1882 and 1883) in the Great Northern in the spring, the autumn triumphs are further recalled by Llanthony, at a wide interval, following in the footsteps of Mandake, and there are pleasant Great Yorkshire Stakes recollections of Isham (1881) and Bradamont (1885); and twice did the late Baronet score the now famous York Cup—first in 1881 with Mercury and in 1881 with Heath Bird.

TO GIMBRECKS.

Now in the old-fashioned Gimbrack without Sir Robert's name, as he won it with the subsequent Guineas-winner, Bothwell, in 1870, and ten years later with Simnel. A Gimbrack speech was then not in vogue, but Bothwell was not the first classic to win in that event, for both Blink Bonny and Thormanby had scored previously.

THE "BLUE AND SILVER" AND THE CLASSICS.

It is just three years ago since the present Baronet (the elder son) came into the title and estates. With the high-priced yearlings, he, of course, like his father, liberally subscribed to the principal three-year-old events; but, as yet, unfortunately, no success has attended his endeavours to recall the deeds of Bothwell or the 1859 days of Pretender, when John Osborne defeated the roaring Belgrave in the Two Thousand Guineas, and the same colt just secured the Derby a head in advance of Wells on Peto Gomez—the most halcyon days of the colours.

CORNFIELD AND SEA KING.

In the three years the colours have belonged to the present Baronet, if not successful, to say the least of it, he has made more than one effort, for William Griggs put on the cap and jacket last year to ride Cornfield in the One Thousand Guineas and Oaks, while in the Two Thousand Guineas this spring the same jockey had a lay-up on Sea King. Both colt and filly are still in training, and have engagements, but Sea King ran so moderately this week at Stockton that a victory at present seems somewhat out of the question.

SIR ROBERT'S HIGH-PRICED PURCHASES.

Cornfield is a four-year-old filly by Isinglass out of Landail, and one of Sir R. Jardine's high-priced yearlings. He gave 1,700 guineas for her, and had Sea Air knocked down at 3,300 guineas to him. That was in 1905, and the other high prices he paid that season were 1,450 guineas for St. Marina (by Janissary) with a filly foal by St. Fruegan, and covered by him again; 1,550 guineas for Lady A. (by Rightaway), with a filly foal by William the Third, and covered by Gallinule; 1,650 guineas for a filly by Parismont out of Dulcinea; 1,600 for a yearling colt by Persianman out of Ellis Tweed; and 1,450 guineas for a still unnamed gelding by Volodyovski out of Estuary. Then again, Sir Robert to sitter—now a training-establishment presided over by H. T. Waugh at Newmarket or his now valuable breeding stud at Halstead in Kent next adjoined Baronesse La Fleche (by Leda), with a filly foal by Molton, and covered by Henry the First, at 7,500 guineas; the yearling colt now called Guards' Chapel (by Gallinule out of Chapel de For), at 2,100 guineas, while the sales of last year recall Carman (by Sidus out of Le Figaro), a then two-year-old at 800 guineas, and a filly price for a brown filly by Fortune out of Darkie. When one comes to think all the above through, the start has indeed been a costly one.

I have not a complete list of Sir Robert Jardine's Halsted mares, foals, and yearlings before me, but at the commencement of the season he had some two and twenty horses in training at Newmarket, and they were as follows:

Marco (by Marco); Plotola, 5 yrs.; Cornfield, 1 1/2 by Isinglass—Landail; 4 yrs.; Be gelding by Volodyovski—Estuary; 4 yrs.; Sea King (by by Ferdinand—Sea Air; 3 yrs.; Carrier Pigeon, br. c. by Wildflower—The Message; 1 yrs.; Clarion, br. c. by Gallinule—Clarion; 3 yrs.; Carmen, br. c. by Sidus—De Figaro; 3 yrs.; Woodchuck by Isinglass—Greenwood; 3 yrs.; Guards' Chapel, br. g. by Gallinule—Chapelle de For; 3 yrs.; Bay gelding by Americas—Countess; 3 yrs.; Bay colt by Cyrene—Lorce Meige; 2 yrs.; Bay colt by Flying Fox—Sea Air; 2 yrs.; Bay colt by Gallinule—Lady A.; 2 yrs.; Bay colt by Gallinule—Clarion; 2 yrs.; Bay colt by Mackintosh—Lady's Entache; 2 yrs.; Ch. filly by Fruegan—St. Marina; 2 yrs.; Bay filly by Molton—Baroness La Fleche; 2 yrs.; Bay filly by Fortunio—Darkie; 2 yrs.; Bay filly by Queen's Birthday—Bruviers; 2 yrs.; Bay filly by Pietermaritzburg—Sweet Briar; 2 yrs.

With the exception of the last named there is little perpetuation of the future stock in the horses in training at Waugh's, who succeeded his father as trainer, but that is easily accounted for by the fact that of the great associations of Tugill—either in Tom Dawson's or Fred Bates's time, or, for the matter of that, at a later period, when the late John Dawson had Wiseman and a few others—Sir Robert's father had ceased with them all—it memory serves me correctly—but Sweet Briar, who was about one of the last to carry the old jacket.

Before he came into the title the present subject was not only well known to the Turf, but

SIR ROBERT'S OTHER RECREATIONS.

With the close or in the closing field also had him most generally popular, and particularly so over the Border. Jardine and Lockbie are two names not to be easily separated.

The present baronet hunted with the Dumfries-shire Hounds when quite a little boy, he became their Master after he had left Cambridge, a place where he finished his education; after being four years at Eton.

AT ETON AND CAMBRIDGE.

At both schools Sir Robert Jardine is spoken of as playing plenty of cricket and football, and spending much time in the fives courts. He, too, when leaving Cambridge in 1889 at once used the old colours. But his yearly returns before and since his successor his father are poor in the extreme, and the best of his winners, perhaps, were Lady Fazza, Tar Brush, and Kummerbund.

AN ALL-ROUND SPORTSMAN.

Since 1906, however, he has found a place in the Jockey Club, but Sir Robert's name, I notice in conjunctions with his absence among the members of the National Hunt Committee, although, when at Dumfries, he, I hear, takes a deal of interest in the annual steeplechase held there. Two years ago he scored a very popular victory with one of his own hunters in a point-to-point. Then Sir Robert is a preserver of game as well as of foxes. He too, is an excellent shot, and, though he enjoys grouse driving, it is said he prefers deer-stalking to the other sport. He also farms a good deal of land, and devotes much attention to the Galloping.

SIR ROBERT'S COURSING.

Above mention has been made of Sir Robert being elected to the governing body of the Turf, where he, as yet, has to make headway; but of his connection with the lease the same cannot be recorded.

Although coursing in a shadow of that of the days when the late Sir Robert won the much-coveted Waterloo of 1872 with Muriel, since the present Baronet came to the title he has played the old hand at home in the promotion of the sport at the Mid-Annandale Meeting and Corries; he, too, yearly presents two cups, and has much improved the sport for his tenants' coursing pleasure. He also is a prominent member of the National Coursing Club of which a month or so ago he accepted office as chairman of the committee, a post similar to that held by a steward of the Jockey Club. At coursing itself Sir Robert at Waterloo almost equalled the deeds of the late baronet. Since 1906 he has at least made a good show twice in Plate and Purse, but two years ago his Long Span got into the Cup final, and, beating Glenbridge, scored a most enthusiastic and popular win.

FINIS.

And so ends the biography of this popular and excellent sportsman. Having seen forty summers, with his present good health an opportunity is all there to add to the good he has already done for sport generally. His politics do not come within the province of my pen, but it may interest my readers to know that in 1894 he married the daughter of the late Mr. Piercy, of Marchwell Hall, Wrexham.

CAUSE OF SLEEP.

NERVES DULLED BY MONOTONY.

According to Dr. Boris Sidis, in the current number of the "Journal of Abnormal Psychology," there is method in slumber. In an article on "Experimental Study of Sleep" he says that human beings are more creatures of habit and instinct than of reason and will, especially in the case of fundamental reactions such as the induction of sleep.

Almost everyone has a definite way of going to sleep. By far the great majority of right-handed people go to sleep on their right side, while left-handed people go to sleep on their left side. The reason for this is that to bring about a condition of rest and sleep we must have the conditions of monotony and limitation of voluntary movements, hence right-handed people, whose right side is more active in their waking moments, limit that side by lying on it during sleep, and vice versa with left-handed people.

FORTIGUESE AFFAIRS.

THE DEEP-SEALED ORIGIN OF THE CONVULSIONS.

Count Burney has broken silence, and in a letter which appears in the "Journal de Commerce" and the "Diario de Noticias" he gives what he states to be the essence of his speech delivered on August 4 at the general meeting of the Tobacco Company. The speech as now reported by Count Burney is even more startling than the version originally published in the "Seculo" and cannot fail to have a serious sequel.

Recently the clerical "Portuguese" said that every one was aware that the deep-seated origin of the convulsions through which Portugal had passed during recent years was the tobacco question. Shortly before the formation of his Government Sober Franco stated in the elective Chamber that the tobacco question, by reason of the difficulties which it presented, of the suspicions in which it was involved, and of the great and profound disturbance which it had produced in Portugal, was for Portugal what the Dreyfus affair had been for France. It would appear from Count Burney's letter that the Tobacco Company is destined to cause further commotion in Portugal.

Count Burney prefuses the account of his speech with the statement that it is a faithful reproduction of the official notes of the stenographer. He repeats the assertion that the only fault with which the company can reproach itself is in having refused to satisfy the demands of those who wished to be paid for their silence and for refraining from competition. This he said, was the great cause of the political struggle which had dissolved parties and caused the King's death. It all arose over the question of the control of the tobacco monopoly, from every one's desire to fill his belly at the company's expense. He was aware what responsibility he was incurring. He was 70 years old and knew what his words implied. He was forced to speak in order that the shareholders might know the origin of the attack upon the company which were daily appearing in foreign journals. He had no fear of publicity or of the Courts. There were documents to prove the truth of all he had affirmed.

Supposing, however, that when an individual is continually affected by the stimuli of the external world. These stimuli, by their constant action, become more and more the threshold of reaction of the nervous system, thereby raised, and the individual falls asleep, the vital interests of his external being failing into the background of his consciousness.

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For the HONGKONG and SHANGHAI BANKING CORPORATION.

J. H. M. SMITH, Chief Manager.

Hongkong, 12th January 1907.

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Antung, Chang Chun

Hongkong, 12th September, 1908.

TAKEO TAKAMICHI Manager.

Hongkong, 12th September, 1908.

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